IN THE CLAIMS:

Please amend claims 3-5, 7, 14-19, 24-28 and 45 as follows:

(A copy of the marked-up version of amended claims 3-5, 14-19, and 24-28 and 45 are attached to this Preliminary Amendment).

3. (Amended) An exhaust gas turbine for an internal combustion engine according to claim 1, which comprises an open/close valve which is arranged in said exhaust gas catalyst inlet port or in an inlet of said exhaust gas passage guiding the exhaust gas into said catalyst.

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4. (Amended) An exhaust gas turbine for an internal combustion engine according to claim 1, wherein a supercharger disposed in an intake air passage of said internal combustion engine is attached so as to be driven by said turbine.

5. (Amended) An exhaust gas turbine for an internal combustion engine according to claim 1, wherein an electric

generator of said internal combustion engine is attached so as to be driven by said turbine.

7. (Amended) An exhaust gas turbine for an internal combustion engine having a waste gate valve which is attached together with a catalyst to an exhaust passage of said internal combustion engine, wherein said waste gate valve is constructed so as to be kept open during a starting period of operation of said engine to directly guide exhaust gas into said catalyst.

14. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 1, wherein an exhaust manifold and said turbine case are integrated as a unit.

15. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 1, wherein said turbine case is of a double wall structure forming a hollow inside a wall of said turbine case.

16. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 1, which comprises:

an intake air bypass flow passage, said intake air flow passage connecting a compressor case inlet flow passage for guiding intake air into said compressor impeller with a compressor outlet flow passage for guiding the intake air passed through said compressor impeller; and

an intake air bypass valve and a valve seat in said intake air bypass flow passage.

17. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 1, wherein a movable part forming a compressor case R-profile opposite to a blade outer peripheral R-profile of said compressor impeller is movable in an axial direction of said turbine shaft.

18. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 1, wherein a driving actuator of said exhaust bypass valve is driven by a motor.

19. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to any claim 1, wherein a solenoid valve is used for a driving actuator of said exhaust bypass valve.

20. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 11, wherein a driving actuator of said intake air bypass valve is driven by a motor.

21. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 11, wherein a solenoid valve is used for a driving actuator of said intake air bypass valve.

24. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 11, wherein said exhaust bypass valve is kept open during a starting period of operation of said internal combustion engine.

25. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 16, wherein said intake bypass valve is kept open while said exhaust bypass valve is kept open.

26. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 17, wherein said movable part forming the compressor case R-profile opposite to

the blade outer peripheral R-profile of said compressor impeller is kept apart from the blade outer peripheral R-profile of said compressor impeller while said exhaust bypass valve is kept open.

27. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 24, wherein while said exhaust bypass valve is kept open during a starting period of operation of said internal combustion engine, an amount of fuel is controlled so that temperature of the exhaust gas may be increased by making an air-to-fuel ratio rich.

28. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 11, wherein catalyst is placed inside a flow passage of said turbine case outlet.

45. (Amended) An exhaust turbo-supercharger for an internal combustion engine according to claim 1, wherein an exhaust gas inlet portion of said exhaust bypass flow passage and said turbine outlet are connected by a straight pipe, and said exhaust gas bypass valve is opened during a starting period of operation of the internal combustion engine to make exhaust gas flow by bypassing said turbine.

Please add the following new claims:

46. (New) An exhaust gas turbine for an internal combustion engine according to claim 2, which comprises an open/close valve which is arranged in said exhaust gas catalyst inlet port or in an inlet of said exhaust gas passage guiding the exhaust gas into said catalyst.

47. (New) An exhaust gas turbine for an internal combustion engine according to claim 2, wherein a supercharger disposed in an intake air passage of said internal combustion engine is attached so as to be driven by said turbine.

48. (New) An exhaust gas turbine for an internal combustion engine according to claim 2, wherein an electric generator of said internal combustion engine is attached so as to be driven by said turbine.

49. (New) An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein an exhaust manifold and said turbine case are integrated as a unit.

50. (New) An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein said turbine case is of a double wall structure forming a hollow inside a wall of said turbine case.

51. (New) An exhaust turbo-supercharger for an internal combustion engine according to claim 12, which comprises:

an intake air bypass flow passage, said intake air flow passage connecting a compressor case inlet flow passage for guiding intake air into said compressor impeller with a compressor outlet flow passage for guiding the intake air passed through said compressor impeller; and

an intake air bypass valve and a valve seat in said intake air bypass flow passage.

52. (New) An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein a movable part forming a compressor case R-profile opposite to a blade outer peripheral R-profile of said compressor impeller is movable in an axial direction of said turbine shaft.

53. (New) An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein a driving actuator of said exhaust bypass valve is driven by a motor.

54. (New) An exhaust turbo-supercharger for an internal combustion engine according to any claim 12, wherein a solenoid valve is used for a driving actuator of said exhaust bypass valve.

55. An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein a driving actuator of said intake air bypass valve is driven by a motor.

56. An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein a solenoid valve is used for a driving actuator of said intake air bypass valve.

57. An exhaust turbo-supercharger for an internal combustion engine according to claim 12, wherein said exhaust bypass valve is kept open during a starting period of operation of said internal combustion engine.